

Today's Advertisements.

OCEAN STEAMSHIP COMPANY,
FOR SHANGHAI.
THE Company's Steamship

"GLAUCUS,"
Captain Barlowe, will be despatched TO-MORROW, the 17th instant, at 3 P.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1898. [901]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENLEDI,"
Captain Farquhar, will be despatched as above TO-MORROW, the 17th instant, at 5 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th August, 1898. [921]

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship

"DEUCALION,"
Captain Branch, will be despatched on THURSDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1898. [956]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"NESTOR,"
Captain Archibald, will be despatched as above on THURSDAY, the 18th instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1898. [979]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, on THURSDAY, the 18th instant, at 10 A.M. and will call at Swatow as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 16th August, 1898. [987]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Rendle, will be despatched as above on FRIDAY, the 19th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1898. [992]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Chartered Steamship

"KONGBENG,"
Captain Josia, will be despatched for the above Ports, on FRIDAY, the 19th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 16th August, 1898. [999]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR NAGASAKI AND VLADIVOSTOCK.
THE Company's Steamship

"SZECHEUN,"
Captain Penntalier, will be despatched as above on MONDAY, the 22nd instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1898. [993]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"TAISANG,"
Captain Sawyer, will be despatched as above on MONDAY, the 22nd instant, at Noon.
This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th August, 1898. [988]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"LIV,"
will be despatched as above on or about the 25th instant.
For Freight, etc., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 16th August, 1898. [989]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KURACHI, BOMBAY, PENANG AND SINGAPORE.

THE Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo—
From Trieste, ex S.S. *Amphitrite* transhipped at Bombay.
From Venice, ex S.S. *Mastomillano* and *Thefts*, transhipped at Trieste.
From Levant Ports ex S.S. *Daphne* transhipped at Port Said.
Consignment Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 22nd instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WILKIN & Co.,
Agents.
Hongkong, 16th August, 1898. [1-9 997]

Intimations.
DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers. Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 16th June, 1898. [7]

THE Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 16, 1898.

NOTES AND COMMENTS.

The long expected news of the fall of Manila has at last reached us and would have been made public yesterday but for the inexplicable reticence of the officers of the German cruiser *Katharin Augusta* who politely but firmly refused to give any information whatsoever as to the course of events at Manila. Indeed, the fact of Captain General Augustin having arrived by the war vessel was not discovered until his name was found to be entered in the visitors' book at the Hongkong Hotel and as he too refused to be interviewed, it was not until the small package of mails which we mentioned last night as having arrived for the German Consul were opened that the fall of Manila leaked out. The reason of this reticence on the part of the Germans is difficult to understand, but from the fact that the Governor-General of the Philippines having gone on board the *Katharin Augusta* instead of surrendering to the Americans there can be little doubt that his escape was premeditated and the German vessel was waiting in readiness to remove him.

At all events we do not think that this last act of the Germans is likely to promote good feeling between them and the Americans, for it is patent that the smuggling of one of the belligerent commanders out of a blockaded port by a war vessel of a presumably neutral and friendly nation cannot but be looked upon as an unfriendly act, and had Admiral Dewey been aware of the fact that Captain General Augustin was escaping in the *Katharin Augusta*, we very much doubt if that vessel would have been allowed to leave the waters of Manila Bay unquestioned. In all probability, however, the Americans

were too much engaged at the time to keep a sharp lookout upon the actions of the foreign war vessels and to this must be ascribed the fact of the escape being rendered possible.

Of course for all we know to the contrary Captain General Augustin may have been recalled by his Government, but it is hardly probable that such would be the case so long as the blockade of Manila was kept up by the Americans, and had they desired his return we presume that he would have had to make formal application to Admiral Dewey for permission to leave the city. If Governors are to be carried off from a blockaded city by neutral warships under the nose of the blockading force, then we presume that there can be no objections raised to neutral vessels quietly steaming in and removing the garrison of a beleaguered city at the critical moment. In all probability we have by no means heard the last of the Augustin affair.

REUTERS'S MESSAGES.

THE SPANISH-AMERICAN TREATY OF PEACE.

LONDON, August 14th.

Admiral Dewey and Sampson have been ordered to raise the blockades of Manila and Havana.

The Protocol of Peace provides that Spain shall immediately evacuate Cuba and Puerto Rico.

THE COST OF THE WAR.

The war expenditure of the United States is estimated at \$150,000,000.

GREAT BRITAIN AND THE UNITED STATES COMMUNITY OF INTERESTS IN CHINA.

Several leading United States journals declare that the Community of Interests of Great Britain and the United States in China in the present situation, constitutes a pressing reason for the United States laying a firm hold in the Philippines.

WEATHER REPORT.

The Observatory report to-day says:—On the 16th at 11.30 a.m.: The barometer has risen in Hongkong and on the E. coast of China, and is inclined to fall again over the S. and S.E. coasts. Pressure remains low in the extreme North, and there are indications of the existence of low pressure in the neighbourhood of N. Luzon. Gradients at present slight for N.E. winds on the S. and S.E. coasts of China. FORECAST:—Moderate N.E. winds; fine.

LOCAL AND GENERAL.

A NUMBER of people were to-day fined \$10 each for a month for keeping filthy premises.

FOR unlawful possession of several cartons of sugar a boatman was to-day fined \$15, in default six weeks.

THERE was a large batch of petty larcenies, assaults, &c., and Capt. Hastings had a real busy time up till 11 p.m.

A FINE of \$7 in default 28 days was imposed on a ricksha coolie who demanded more than his legal fare from a Naval Officer.

THREE Chinese who obstructed Inspector Duncan while on Weights and Measures duty were each fined \$40, in default six weeks.

THE auction sale of Crown land by Messrs. Hughes and Hough, to have taken place to-morrow, has been postponed indefinitely.

AN American sailor named Thos. Harrison, who had worked his way up in the *Australian* was sent to the House of Detention to-day for vagrancy.

No less than fifty-five summons cases were heard at the Magistracy to-day, twenty alone being "cockle" cases in which fines of \$15 were imposed.

A MALTESE COOK named Anton Polician, who came to the Police Station to-day and asked for help as he was destitute, was sent to the House of Detention as a vagrant. He came to the wrong place for charity.

MESSRS. Wheelock & Co. in their *Freight Market Report* dated Shanghai, 8th August, say:—Concerning the fortnight just passed there is little news of any importance to record in the doings of our freight market. Tonnage for both London and New York, instead of being sought after, seems rather to be seeking for cargo, a very unusual state of affairs for this season of the year. Coastwise—There is next to nothing doing, and what business is piling is easily arranged for by the local steamer companies. For London via Suez—Small contributions to departing steamers form the only business doing in this direction, though shippers have complained of the scarcity of tonnage provided by the Conference during the past ten days or so. They seem to be getting tired of engaging space by a steamer and then being told at the eleventh hour that the vessel is not going to take cargo from here, thus being shut out from the opportunity of engaging tonnage elsewhere. Fortunately in the recent instance a Blue Funnel steamer turned up in time to relieve shippers' requirements. For New York via Suez—Abundance of available tonnage is the principal feature in this business. The *Fortuna* left on the 16th ultimo with 1,500 tons, being immediately replaced by the *Coraline*, which left on Saturday with about 1,200 tons. The *Sikh* arrived on the 5th, and hopes to leave about 13th instant. The *Indrapura*, due about 10th instant, will leave for certain on the 14th inst. The *Liv* will be next to take the berth after these departures, being due here on the 15th instant. For New York via Cape—The *Emily F. Whitney* cleared on the 30th ult. for Hongkong to complete loading there. Another vessel is eagerly engaged for and no doubt ere very long this want will be satisfied.

THE *Chinook* states that a sum of money was stolen from one of the sales on H.M.S. *Narcissus* when she was about to leave here for Kobe a few days ago. The robbery was, the paper also states, committed by forcing the locks of the safe. No clue to the thieves has as yet been obtained. The money stolen is reported to be upwards of 10,000 yen.—We doubt if the above is authentic, for had the robbery in question occurred, the naval authorities would at once have notified the British Consulate, and from enquiries made at the latter place we learn that no information of the above nature has been received there.—*Nagasaki Press*.

It is a treat to read, after all we have heard lately, that a Mixed Court runner has had to undergo 300 blows in the presence of officers of the law, and is now putting in three months' imprisonment at the Central Police Station. What childish simplicity was shown by the other runners in petitioning the Magistrate to have the fiend imprisoned in the Mixed Court. His crime was, that after a prisoner had saved his time he demanded \$2 of him and if he did not pay it he would not release him for another week, but hearing the European police were after him he let the man out, having kept him for one day without food, beyond the expiration of his sentence. Now what would have happened had the police not interfered, it might, probably would, have resulted in one of those cases that we read of a little time ago where at the end of the week removal on a shutter would have been the only way of ejecting the man or what remained of him. And this kind of thing in one shape or another is of daily occurrence at the Hall of Justice (?) in the Malacca.—*Sport and Gossip*.

MESSRS. Wheelock and Company in their *Coal and Kerosene Oil Market Report* dated Shanghai, 8th August, state:—Coal.—Japan.—Since last writing we have had little or no enquiry, although prices are somewhat lower they are evidently still too high to tempt the native, and there has been really no business. Cardiff.—There is no enquiry. Sydney Wollongong.—Our stock has been replenished by the arrival of the s.s. *Armada* with 3,050 tons, half of which has been sold, we believe, to the Arsenal at \$14.90 per ton delivered, the balance, it is supposed, has been taken over by a speculator, as the market is extremely weak his venture will hardly turn out to be a profitable one. The present nominal quotation is \$15.12, but we do not think that figure could be obtained for any quantity. Kerosene oil.—Devoes.—The market has been slightly steadier lately, and small sales have been made at \$15.50 per case, but transactions have not been large. There cannot be a very large business at these prices, while other brands are offering so low. The arrivals have been the *Atlanta* on the 4th instant, and the *Heathfield* on the 5th instant, bringing 600 cases and 70,000 cases respectively. Our stocks in godown and afloat are 930,000 cases. Bottom.—Very little has been done even at the low price quoted. The s.s. *Conningby* arrived on the 28th ultimo with about 130,000 cases. *Drumgarth* arrived on the 23rd ultimo with about 138,000 cases, including this arrival there are 963,000 cases in stock. Langkai.—Business for actual consumption is all that has transpired. *St. Helens* arrived on the 17th ult. with equivalent of 150,000 cases, and s.s. *Prudentia* on the 6th instant with about 100,000 cases. Stock, 320,000 cases.

AN OVERLAND JOURNEY FROM PEKING TO SHANGHAI.—A report has just been issued by the Foreign Office on a journey, by Mr. Mayers, of the British Consular Service in China, from Peking to Shanghai, not by the usual route along the Grand Canal, but by the way which must be taken by a railway connecting the capital with the cities of the Yangtze Valley. Southward to Pao-ling-fu, the capital of Chihli, Mr. Mayers followed the new railway embankment, which runs side by side with the high road, and the traffic which steams along the former is the best token of the latter's success. Throughout southern Chihli, and indeed nearly the whole way to the Yellow River, the traffic is enormous, and consists mainly of great quantities of cotton, rice and straw matting, and groundnut oil, the last seeming to be as great and valuable a production as cotton. Foreign goods from Tientsin avoid the natural route to Peking of the Pei-ho river, because of the numerous *thien* stations, and go round by road by cart, pack, or wheelbarrow. The railway runs in a straight line due south, and would be very simple in construction but for the numerous openings necessary to allow the flood waters to run off. These amount, to about 100 ft. per mile. Mr. Mayers says that throughout its course one might think the railway line quite in the usual order of things in the lives of the Chinese; their attitude to it is one of placid indifference. When the first changes of gain by sale of land, compensation for destroyed graves, and the like were over their interest in the work ceased. "When once the line is in working order this want of curiosity will, of course, change into wonder and appreciation which are visible among the country people along the Tientsin line. But the construction, the bridge-making, and the steam pumps are looked on as some 'notion' which does not amuse them." Mr. Mayers regards the carrying possibilities of the line as great, and when it is completed south of Pao-ling-fu these will be greatly increased, if the actual road-traffic may be taken as a gauge. The journey took the traveller through Cheng-tung, where the great Shan-shan road, turns off to the south-west. He kept to the south-east, crossing the Yellow River where it flows about two miles wide, and thence turned eastwards through northern Honan and into Kiang-su. At Ma-chia-ching, a city of northern Kiang-su, he found a Jesuit mission station, where the fathers have to stand frequent sieges from bandits. The station has castelled walls, armed with cannon, and as many as a dozen brigands have been slain at one attack by the militant Churchmen and their flock. Reaching the Grand Canal Mr. Mayers continued his journey by the ordinary route, reaching Shanghai in 43 days.

THE WAR.
BOMBARDMENT OF MANILA.
CITY SURRENDERED.
GOVERNOR-GENERAL ESCAPES.
AUGUSTIN SPEAKS.

The Stars and Stripes now float over the city of Manila and that city, after having been at the complete mercy of Admiral Dewey for the last three months, at length surrenders.

The German cruiser *Katharin Augusta* which arrived here yesterday from Manila brought over Governor-General Augustin, his wife and family. Interviewed, General Augustin refused to give any information beyond the statement that he was going home as soon as possible. As we stated yesterday the officers on board the cruiser were also extremely reticent and the only information that they gave was that the situation was unchanged. This morning a startling rumour was circulated here to the effect that the Americans had bombarded Manila, the city had surrendered and the Governor-General "bolted." A representative of this paper immediately called on Mr. Rounseville Wildman, the able and indefatigable representative of the United States, but he was unable to enlighten us for he had not received word from the U.S. forces by the German cruiser, which brought no mails and had nothing but a parcel for the German Consul. A visit was then made to Dr. Riehoff, German Consul, who in reply to the query as to whether there was any truth in the rumour said "The Americans bombarded the outskirts of Manila and the city surrendered." Then he became reticent and refused to commit himself any further, beyond stating that the city suffered no damage.

It is reported that Governor-General Augustin, who is at present staying at the Hongkong Hotel, told a lady (who should be nameless) that Admiral Dewey demanded the surrender of Manila within an hour, the Spaniards refused to comply with this request whereupon Dewey bombarded the city. The Spaniards at once ran up a white flag, he (Augustin) jumped into a German launch which was in waiting and went on board the *Katharin Augusta* which sailed immediately for Hongkong.

THE "TELEGRAPH" CORRESPONDENT SCORES.

In the much-referred to parcel brought by the *Katharin Augusta* to the German Consul were the despatches of our resident correspondent at Manila, and these were handed to our representative when he called on Dr. Riehoff to-day. The despatches in question were hastily written and kindly forwarded by the German Consul at Manila.

Our correspondent states that the Spaniards having declined to surrender, the Americans bombarded the defences and trenches, the *Olympia* opening fire at 9.40 a.m. on Saturday last, 13th inst. The U.S. squadron, consisting of the flagship, the *Monterey*, *Baltimore*, *Boston*, *Charleston*, *Raleigh*, *Pearl* and *McCulloch*, was drawn in line between Malate and Old Manila outside the breakwater and the *Concord* was sent to watch the fort at the mouth of the Pasig river. At 11.20 the Malate fort was silenced. The U.S. troops simultaneously stormed the Spanish trenches; the 1st Colorado Regiment made the first charge upon the Spaniards who retired to their second trenches. The Spaniards being outnumbered were ultimately forced back to Intramuros where seeing that resistance was hopeless they raised the white flag at 1.30. Order prevailed at Intramuros, but outside there were street fights between rebels and Spaniards. Shortly after one o'clock Manila surrendered. A small gunboat (its name is not mentioned) firing quick-firing guns did more havoc than the raking fire from the other ships. The American attacking force on land consisted of about 10,000 men aided by a few thousand rebels.

The losses are unknown.

AUGUSTIN HURRIES HOME.

We learn that General Augustin will sail for Spain by the German mail liner *Prins Heinrich*, leaving here at 9 a.m. to-morrow.

REBEL CONGRATULATIONS.

Yesterday a deputation of Hongkong Filipinos waited on Consul-General Wildman headed by Senor Agoncillo, High Commissioner and Ambassador of the Philippine Provisional Government and offered congratulations in the name of General Aguinaldo for the splendid success of American arms in the Philippines and for the happy termination of the war in favour of United States. He requested Mr. Wildman to wire congratulations to President McKinley and to assure him of the allegiance of the Filipinos who hoped to be represented on

the Hispano-American Philippine Commission. Senor Agoncillo, on behalf of the Filipinos, expressed the desire for Mr. Wildman to be appointed to the Commission. Mr. Wildman has forwarded the wire to President McKinley as requested.

THE TWINNING CONCERTS.

The first of the concerts organized by Mr. T. V. Twining, introducing the famous young tenor Mr. Sydney Morse, was given in St. Andrew's Hall last evening. We regret to say that the audience was wretchedly sparse and much below what the merit of the concert warranted. Mrs. J. H. Baibge and Mr. S. H. Somerton, two talented amateurs, contributed to the programme with instrumental and vocal numbers respectively. Mr. Morse's first item was that gem of Handel's, "Where e'er you Walk," and he sang it splendidly the artistic treatment of the notes reflecting all credit on his intonation. Twining, at the same time displaying a voice of unusual richness and fullness of tone. Mr. Bathgate next played a pianoforte solo distinguished for a clear and excellent touch and great power of melody. Her work with the left hand was capital. Barab's "Beggar Maid" was next sung with exquisite effect by Mr. Morse and was greatly admired, the interpretation of the difficult number being most enjoyable. Mr. S. H. Somerton, who is a tower of strength in local musical circles, displayed the fine quality of his baritone voice in two songs, "The Golden Bar" and "The Storm Flend." His voice is full of music and he sang his songs admirably. Mr. Morse sang "Lor' Somerton's pretty little song "Echo" in a manner that fairly enraptured his audience. Then came another solo by Mrs. Bathgate which was played in a style that proclaimed her a really talented musician, her command over the instrument was amply demonstrated and the encore was well deserved. "Non ver" was given with fine effect by Mr. Morse in Italian and the music of the language came out beautifully. The last number was "Come into the garden, Maud" and here Mr. Morse made his greatest success. All the lights and shades of the number were delineated with great skill and the audience warmly appreciated what was a genuine vocal test. Such an all-round excellent programme has seldom if ever been presented in Hongkong and it is to be hoped that the music loving public will show due appreciation of Mr. Twining's enterprise. The duties of accompanist were capably discharged by Mr. Twining who used a Collard and Collard grand, kindly lent by Messrs. Lane and Crawford. On Thursday at 9 p.m. the second concert will be given at the Peak Hotel. The remaining concerts will all be commenced at 9 p.m.

SHIP ON FIRE.

"DAPHNE" MEN TO THE RESCUE.

SINGAPORE, August 9th.

A serious fire occurred this morning on board the British s.s. *Slam* (993 tons burden), owned by Messrs. Bradley Bros. of London commanded by Captain J. T. Messer. She arrived in the harbour about 9 o'clock this morning from Swatow, with 645 coolies on board, and anchored off Johnston's Pier. The passengers were being sent ashore when smoke was seen arising from the forehold, which contained a quantity of Chinese paper. The flames spread with great rapidity owing to the inflammable nature of the cargo. Fortunately, however, the fire was to some extent checked by the fact that the main hold was filled with Malacca tiles. On alarm being given the passengers were hurried ashore, while part of the crew got to work at the pumps and poured water into the burning hold. The fire commenced shortly after 10.30 a.m. The first outside assistance received was from H.M.S. *Daphne*, whose boats were lowered away with great smartness and equipped with portable pumps. The blue-jeans took charge, and bailed down the hatches, leaving only a small aperture for the injection of water. A continuous stream was poured on to the fire. Soon afterwards the water-lifter *Barbette* arrived to render assistance, also Captain Scott and Crawford, in spite of all efforts, however, the fire could not be got under, and it was decided to take the vessel into shallow water off Tai-jong Kieton, where she could be sunk in case of necessity. At the time of writing the vessel is still on fire although there are twelve inches of water in the fore hold. Both steam and water pumps are being used, and it is hoped that sinking will not be necessary. Malacca tiles are pointed on board to prevent that, while a surgeon from the *Daphne* is also at hand in case of any casualty. The fire is believed to have been caused by a coolie upsetting a lamp in the hold. Captain Messer had his wife aboard at the time. Messrs. Gamble and Co. are the consignees of the *Slam*.—*Strait Times*.

THE SIBERIAN RAILWAY.

During a recent stay in Vienna, Mr. Theodor de Walejoff, Director of the Siberian Railway, gave some highly interesting particulars of the present condition and future prospects of that enterprise to a representative of the *Neues Wiener Journal*. Mr. de Walejoff said that on its completion in 1904 it would be possible for a traveller to go round the world in thirty days. By that time, in spite of the enormous difficulties, which had to be overcome, they were confident they could complete the line from Cheliabinsk to Vladivostok. The line was already practically complete as far as Krasnoyarsk on the Yenisei river, a distance of some 2,000 versts. A bridge of about 1,000 metres in length was being built across the Yenisei.

The line would be utilized for the promotion of colonization. In August, 200,000 peasants with their families would be transported to Siberia, where each would receive fifteen desyatines of land. These peasants would also find employment on the railway and would be provided with agricultural implements. The line would render it possible to export the immense supplies of corn produced in the country, the rates being so fixed as to promote this end. At present they could only dispatch 500 wagon-loads a day as the Ural Railway had only a single line of rails. Notwithstanding this circumstance, large quantities of Siberian corn were even now being exported to Germany and Austria. The demand had greatly increased since the outbreak of the Spanish-American war.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	NAGASAKI, MOJI, KOBE and YOKOHAMA	TO-MORROW, 17th August, at 4 P.M.
TAMBA MARU	KOBE AND YOKOHAMA	WEDNESDAY, 24th August, at 4 P.M.
OMI MARU	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY & MELBOURNE	FRIDAY, 26th August, at 4 P.M.
TOKIO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 29th August, at 4 P.M.
TOSA MARU	MARSEILLES, LONDON, NEWCASTLE AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO	THURSDAY, 1st September, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHENGULPO, NAGASAKI, FUSAN AND GENSAN.	FRIDAY, 2nd September, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 16th August, 1898.

Dr. KNORR'S ANTIPYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA,
BEWARE OF SPURIOUS IMITATIONS.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually suppressing infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

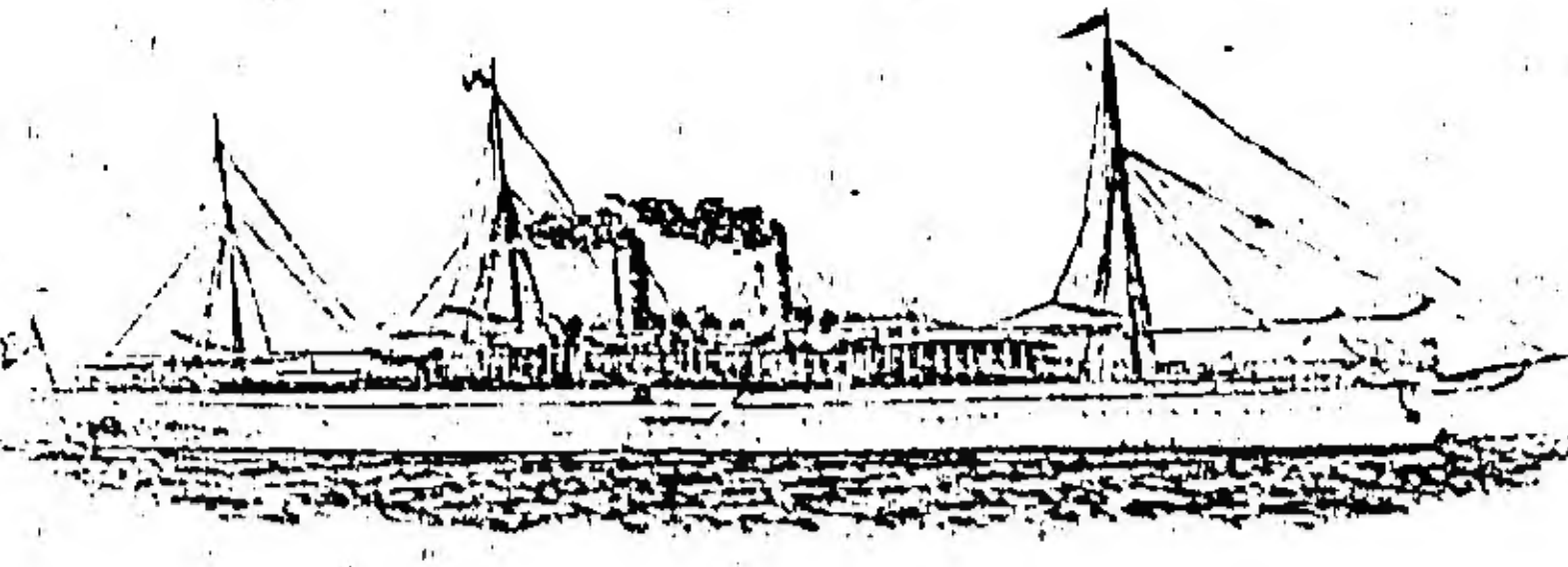
W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898



1898

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship

"DEUCALION."
Captain Branch, will be despatched TO-MORROW, the 17th instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th August, 1898. [965]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"GISELA."
Captain G. G. Mosca, will leave for the above places TO-MORROW, the 17th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
Hongkong, 17th August, 1898. [967]

CHINA NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA.

THE Company's Steamship

"TAIWAN."
Captain Harder, will be despatched as above on THURSDAY, the 18th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th August, 1898. [974]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."
Captain Outerbidge, will be despatched as above on FRIDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th August, 1898. [975]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SIKH."
to sail about the 21st August, 1898.

S.S. "MACDUFF" will sail about 15th Sept., 1898.
S.S. "GRABEE" will sail about 20th Sept., 1898.
S.S. "LENNOX" will sail about 15th Oct., 1898.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.
Hongkong, 17th August, 1898. [723]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG."
Captain Bradley, will be despatched as above on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th August, 1898. [984]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, MELBOURNE AND LAUNCESTON.

THE Company's Steamship

"CHINGTU."
Captain Moore, will be despatched on WEDNESDAY, the 24th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th August, 1898. [972]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th Sept., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th Oct., at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 1st September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PASSENGER PACKAGES should be marked to address in full, and same will be received at the Company's Office until 7 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th August, 1898. [12]

SAILING VESSELS.

FOR NEW YORK
THE "PRINCE ARTHUR,"
900 Tons, 1st Norwegian Bark.

Captain Olson, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 12th July, 1898. [858]

FOR SAN FRANCISCO.
THE "HAWTHORNBANK,"
Greig, Master, now loading here for the above port and will have quick despatch.

For Freight, apply to SHERMAN, TOMES & Co., Agents.
Hongkong, 14th July, 1898. [744]

£100,000,000 UNCLAIMED!

DOUGLAS'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery, DOUGLAS & CO., 62, Strand, London, Eng. Est. 1844. A fortune may await you.

Wills searched for. [1884]

Intimation.

HAMBURG AMERICA LINE.
(East Asiatic Service.)NORTH GERMAN LLOYD.
(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
ERATO	HAVRE AND HAMBURG	17th August at Noon. Freight.
OSTERMAN	LONDON, HAMBURG & ANTWERP	About 25th August. Freight.
ARABIA	VIA COLOMB	About 1st September. Freight.
ARCADIA	LONDON, HAMBURG & ANTWERP	About 15th September. Freight and Passage.
Burmester	HAVRE AND HAMBURG	About 21st September. Freight.
SARNIA	HAVRE AND HAMBURG	About 21st September. Freight.
Ehlers	HAVRE AND HAMBURG	About 21st September. Freight.
SUEVIA	HAVRE AND HAMBURG	About 21st September. Freight.

* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, 1981

Hongkong, 15th August, 1898

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Wednesday | 17th Aug.
Frisland ... Wednesday | 14th Sept.
Darmstadt ... Wednesday | 12th Oct.
Sachsen ... Wednesday | 9th Nov.
Bayern ... Wednesday | 7th Dec.
Prinz Heinrich ... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 17th day of Aug., 1898, at 9 A.M. the Company's Steamship "PRINZ HEINRICH," Captain O. Clippert, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 16th Aug., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than 22-1/2 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 20th July, 1898. [885]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Columbia | 2,605 | A. Gow ... Aug. 23.
Tacoma ... 2,549 | A. Dixon ... Sept. 17.
Victoria | 3,167 | J. Truebridge ... Sept. 27.
Olympia | 2,603 | T. H. Dobson ... Oct. 22.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul ... 3,654 | W. H. Wright ... Sept. 10.
Bismarck ... 3,601 | E. Porter ... Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARILL & Co., General Agents.

Hongkong, 8th August, 1898. [14]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DAVANIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain C. F. Preston, R.N.R. carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. KITCHIE, Superintendent.

Hongkong, 6th August, 1898. [5]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Atsuta (via Nagasaki, Kobe & Yokohama) Saturday, 10th Sept., at Noon.

THE U. S. Mail Steamship

"AZTEC," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE AND YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 13th August, 1898. [1]

Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.